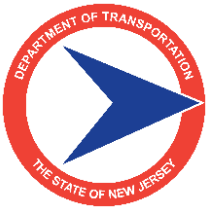


Crafting an Effective Complete and Green Streets Policy

October 15, 2024



Elise Bremer-Nei, AICP/PP
NJDOT Bureau of Safety, Bicycle and Pedestrian Programs



USDOT National Roadway Safety Strategy

Zero is the only acceptable number of deaths on our highways, roads, and streets.

NJDOT Strategic Highway Safety Plan

New Jersey's vision is to achieve **zero deaths** on all public roads.

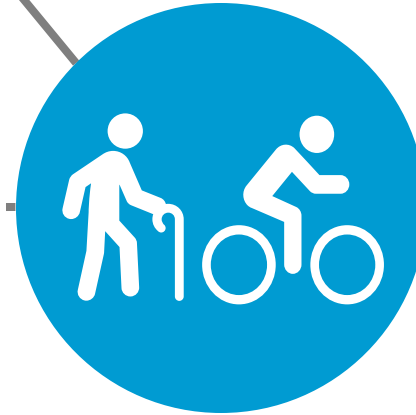
GOALS

ZERO DEATH INITIATIVES



STRATEGIES

SAFE SYSTEM APPROACH

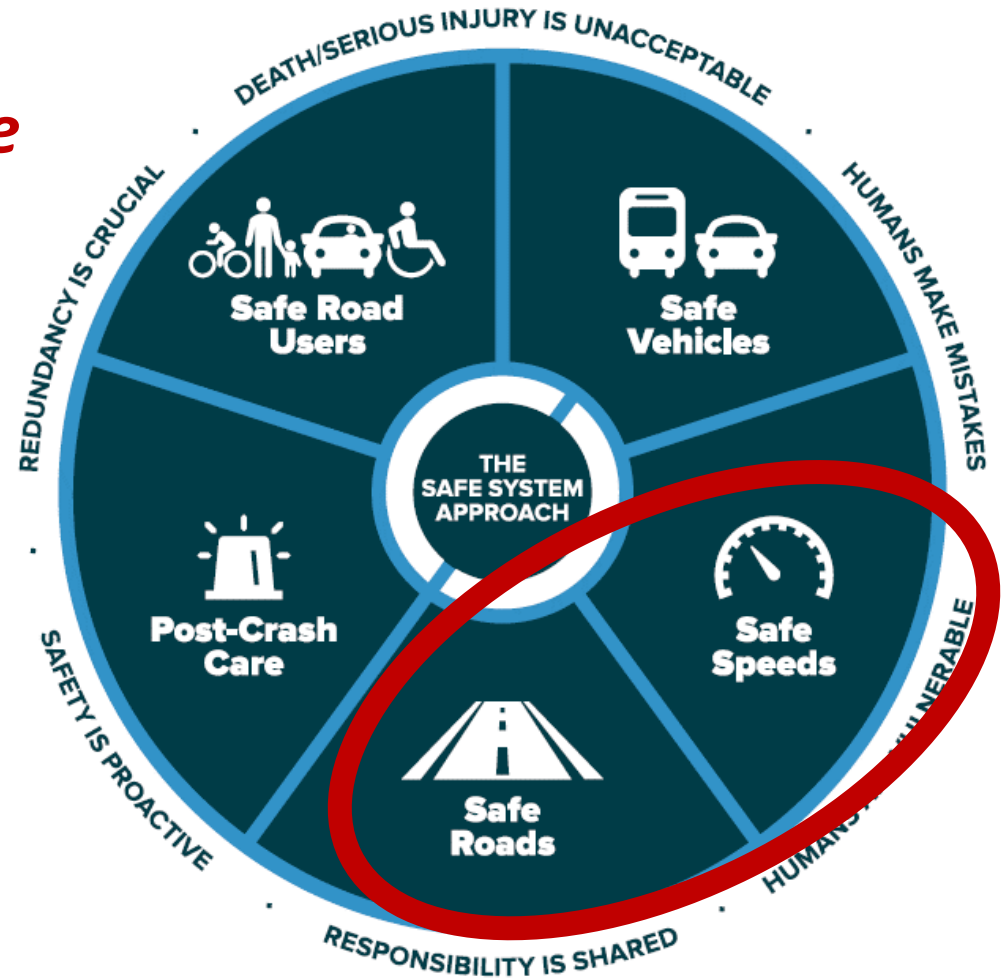


METHODS

COMPLETE STREETS

Safe System Approach and Complete Streets

1. *Death/Serious Injury is Unacceptable*
2. *Humans Make Mistakes*
3. *Humans are Vulnerable*
4. *Responsibility is Shared*
5. *Safety is Proactive*
6. *Redundancy is Crucial*



Source: FHWA

Pedestrian and Bicyclist Fatalities as a Percentage of Total Traffic Fatalities

Year	New Jersey	
	Pedestrians	Bicyclists
2021	31.1%	3.7%
2022	23.8%	2.8%
2023	25.2%	3.5%

Nationwide in 2021, pedestrians comprised **17.6%** and bicyclists comprised **2.2%** of all traffic fatalities.

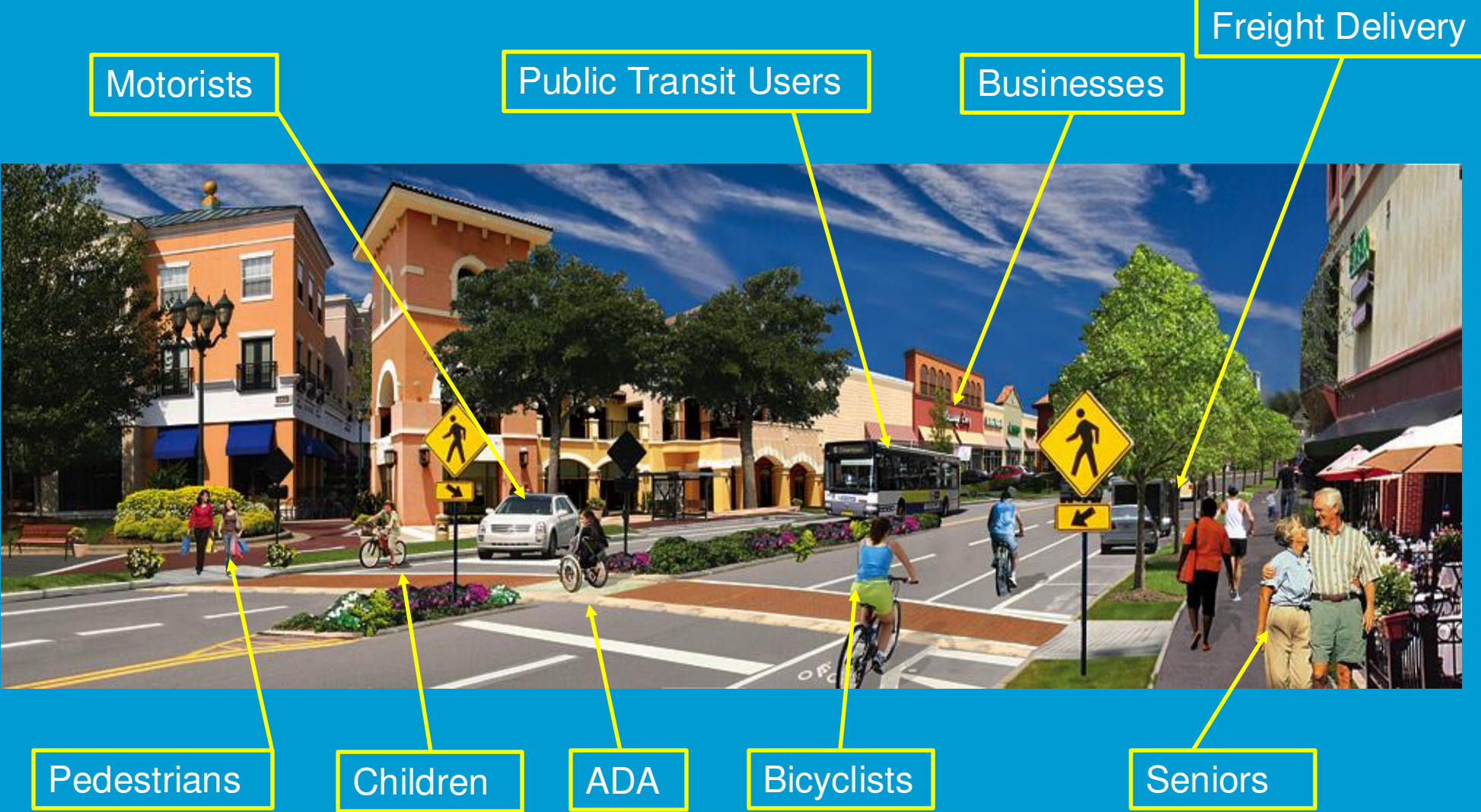
*Data sources: NHTSA Fatality Analysis Reporting System; New Jersey State Police - Statewide Fatal Crash Statistics.
Data accessed September 1, 2024*

What are Complete Streets?

1. **Complete Streets** are designed for everyone
2. Design of Complete Streets is **based on local context**
3. Address **quality of life, not just safety**
4. They balance the needs of ...
5. ... **ALL MODES, ALL USERS, and ALL ABILITIES ...**



Whose needs are we accommodating?

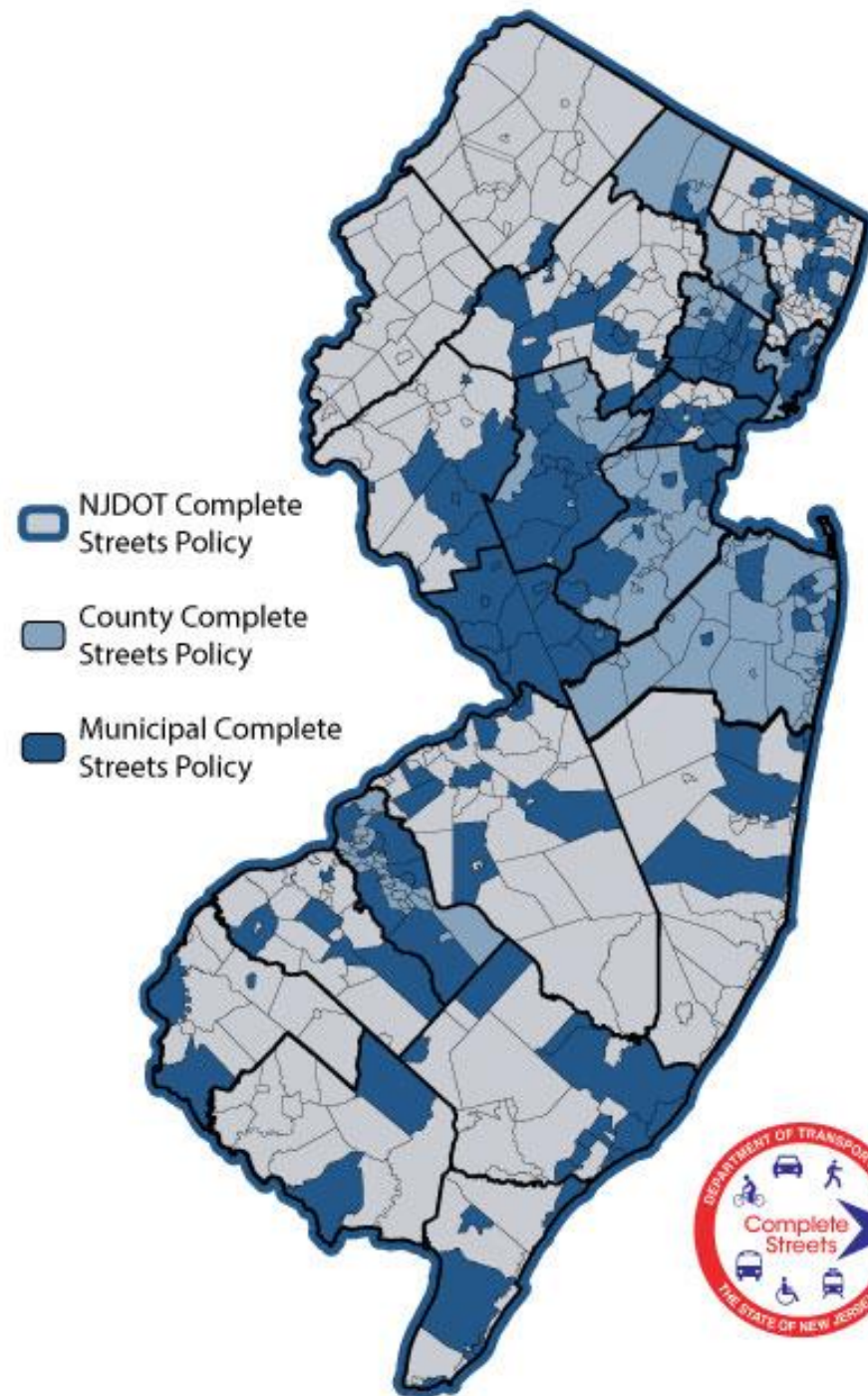


Complete Streets in New Jersey

State Policy	1
County Policies	8
Municipal Policies	181

as of September 2024

njbikeped.org/nj-complete-streets-policy-compilation



Problems with Implementation

No Transparency or Accountability

Not providing exemptions in writing

No public involvement

Lots of Caveats

Exemptions on spending

> 5-20% of cost

No Benchmarks

No Actual Policy

“when feasible”

“if practical”

“when possible”

“except maintenance”



NJ Complete Streets Working Group

AARP—NJ

- American Heart Association
- Bicycle Coalition of Greater Philadelphia
- NJ Bike & Walk Coalition
- NJ Conservation Foundation
- NJ Department of Community Affairs
- NJ Department of Transportation
- New Jersey Future, Jersey Water Works
- NJ Healthy Community Network
- Passaic County
- Rails to Trails Conservancy
- Rutgers University:
 - Voorhees Transportation Center, Bloustein School of Planning & Public Policy
 - Water Resources Program, Agricultural Experiment Station Cooperative Extension
- Sustainable Jersey
- Transportation Management Associations:
 - Cross County Connection TMA
 - Greater Mercer TMA
 - RideWise TMA, Inc.
- Tri-State Transportation Campaign
- West Windsor Council



What makes an effective Complete Streets policy?

Strong

Resolution

Stronger

Policy

Strongest

Ordinance





Public Health
& Safety



Green Streets



Economy



Equity

COMPLETE & GREEN STREETS FOR ALL

MODEL COMPLETE STREETS POLICY & GUIDE

MAKING NEW JERSEY'S COMMUNITIES HEALTHY, EQUITABLE, GREEN & PROSPEROUS



JULY 2019
(Updated January 2020)

www.nj.gov/transportation/eng/completestreets/resources.shtm

Customizable

can be tailored to fit
the needs of all
communities

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www.nj.gov/transportation/eng/completestreets/resources.shtm

2. Beginning with the planning stage, [**municipality/county/ department**] shall identify an existing process or develop a new process that allows for public participation in decision-making concerning the planning, design, and use of streets and roadways covered by this Policy.

Exceptions

1. A transportation project may not be required to accommodate the needs of a particular user group if the [**person to be identified by the decision-making body**] determines in writing that:
 - a. The use of the transportation facility by the particular user group is prohibited by law;
 - b. Regulatory compliance requirements preclude accommodations.
 - c. There is a demonstrated absence of both a current and future need to accommodate the category of user (absence of future need may be shown via demographic, school, employment, and public transportation route data that demonstrate, for example, a low likelihood of bicycle, pedestrian, or transit activity in an area over the next 20 years); and
 - d. The adverse impacts of implementing this Complete Streets Policy significantly outweigh the benefits.

However, every effort to work within the flexibility allowed should be made, including Design Exceptions for roadway projects.

2. An exception shall be granted only if:
 - a. Request for an exception is submitted **in writing** to the [**decision-making body**], with supporting documentation, and made publicly available with a minimum of 30 days allowed for public input; and
 - b. The exception is approved **in writing** by the [**decision-making body**], and the written approval is made publicly available.



Public Health
& Safety



Green Streets



Economy



Equity

Model Resolution: Spelling It Out

WHEREAS, traffic crashes are preventable and the only acceptable number of traffic deaths for my town

is  zero



Public Health
& Safety

Model Resolution: Spelling It Out



Green Streets

Green stormwater infrastructure



Economy

Shade trees



Equity

Recycled materials



Green Streets

Register for our
Virtual Open House!

Learn how Green streets could assist in meeting municipal storm sewer (MS4) permit requirements.



Source: Hoboken, NJ



Public Health
& Safety



Green Streets



Economy



Equity

Model Resolution: Spelling It Out

WHEREAS, low- and moderate-income areas, whether in rural, urban, or suburban communities, are typically the least safe for pedestrians and bicyclists, especially for children walking and biking to school



Advisory Body



Plans & Practices



Benchmarks/
Reporting



Checklists

Model Policy: Accountability

The Council shall establish a
Complete Streets Advisory Body to

comply with the policy

provide ongoing feedback



Advisory Body



Plans & Practices



Benchmarks/
Reporting



Checklists

Model Policy: Accountability

The Council, Planner and Engineer shall routinely work in coordination with each other and adjacent jurisdictions, and any relevant advisory committees/teams

to ensure **consistency with the Municipal Master Plan and Elements** and any other existing Plans



Advisory Body



Plans & Practices



Benchmarks/
Reporting



Checklists

Model Policy: Accountability

The Council shall **establish benchmarks** reflecting the ability of all users to travel safely and conveniently along highways, roads and streets within the agency's jurisdiction

Model Policy: Accountability



Advisory Body



Plans & Practices



Benchmarks/
Reporting



Checklists

Complete Streets Checklists

CONCEPT
DEVELOPMENT

PRELIMINARY
ENGINEERING

CONSTRUCTION

MAINTENANCE



Advisory Body



Plans & Practices



Benchmarks/
Reporting



Checklists

Complete Streets Checklists

Why are they important?

- Provides **structure**
- Serves as a **tool** to integrate multiple modes of transportation
- Keeps **details** from falling through the cracks
- Communicates **expectations**
- Identifies if **exceptions** are needed

How are they used?

- Include them as part of the **development process**



Advisory Body



Plans & Practices



Benchmarks/
Reporting



Checklists

Complete Streets Advisory Body Duties

- Require developers to submit **Complete & Green Streets checklists** with applications.
- **Review checklists** and provide feedback.
- **Monitor** project implementation.
- Review and **advise on exemptions.**



Advisory Body



Plans & Practices



Benchmarks/
Reporting



Checklists

Complete Streets Advisory Body Duties (con't)

- Conduct an **audit** of municipal policies, plans, and programs for alignment with the Complete & Green Streets policy and **prioritize** updates.
- Set benchmarks and **track progress** with regular reports.
- **Update ordinances** and review procedures to support policy implementation.
- Pursue **grant opportunities**.

COMPLETE & GREEN STREETS FOR ALL

ORDINANCE STRUCTURE

How to Adopt an Ordinance Guide Coming Soon

Why is an ordinance important?

An ordinance — the laws issued by a municipality — formalizes a policy by prescribing **permanent and enforceable rules** of process.

With an ordinance, a municipality can examine how to better incorporate and revamp, long-term, Complete and Green Streets into municipal decision-making. For example, an ordinance can require community engagement processes, evaluation requirements as well as conditions that developers, municipal planning and zoning boards all need to follow to ensure opportunities for people walking, biking, taking transit, and green stormwater infrastructure are considered as part of development applications and other road projects.



DEFINITIONS

Define key terms used within the ordinance that are not already part of the land use code of the municipality.



PURPOSE

Provide a purpose which addresses the 5 goals: environment, safety, economic, health and equity.



ORDINATION CLAUSE

Develop the clause using "Be it ordained by the (municipal governing body) of the (municipality) that the (governing body) adopts the . . ."



TITLE AND NUMBERING

Create a legal name by which the ordinance can be cited as well as a number.

Complete for All Abilities

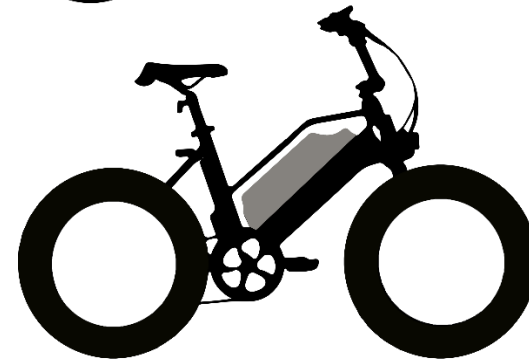
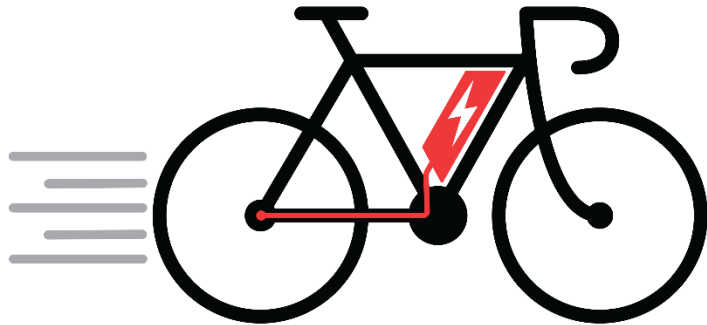
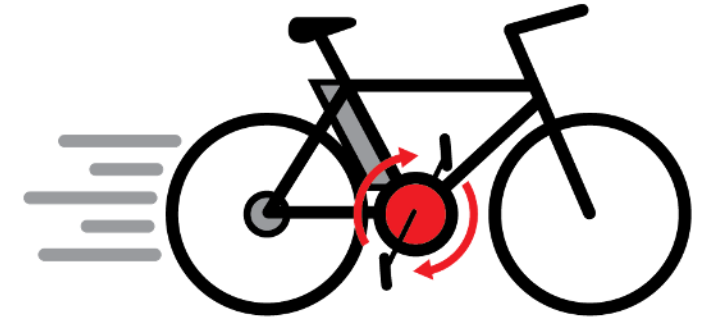
Updated Model Policy Language Coming Soon

New legislation directs the New Jersey Department of Transportation to implement a Complete Streets policy that “improves safety for **persons diagnosed with autism spectrum disorder and persons with intellectual and developmental disabilities.**”



Complete for Micromobility

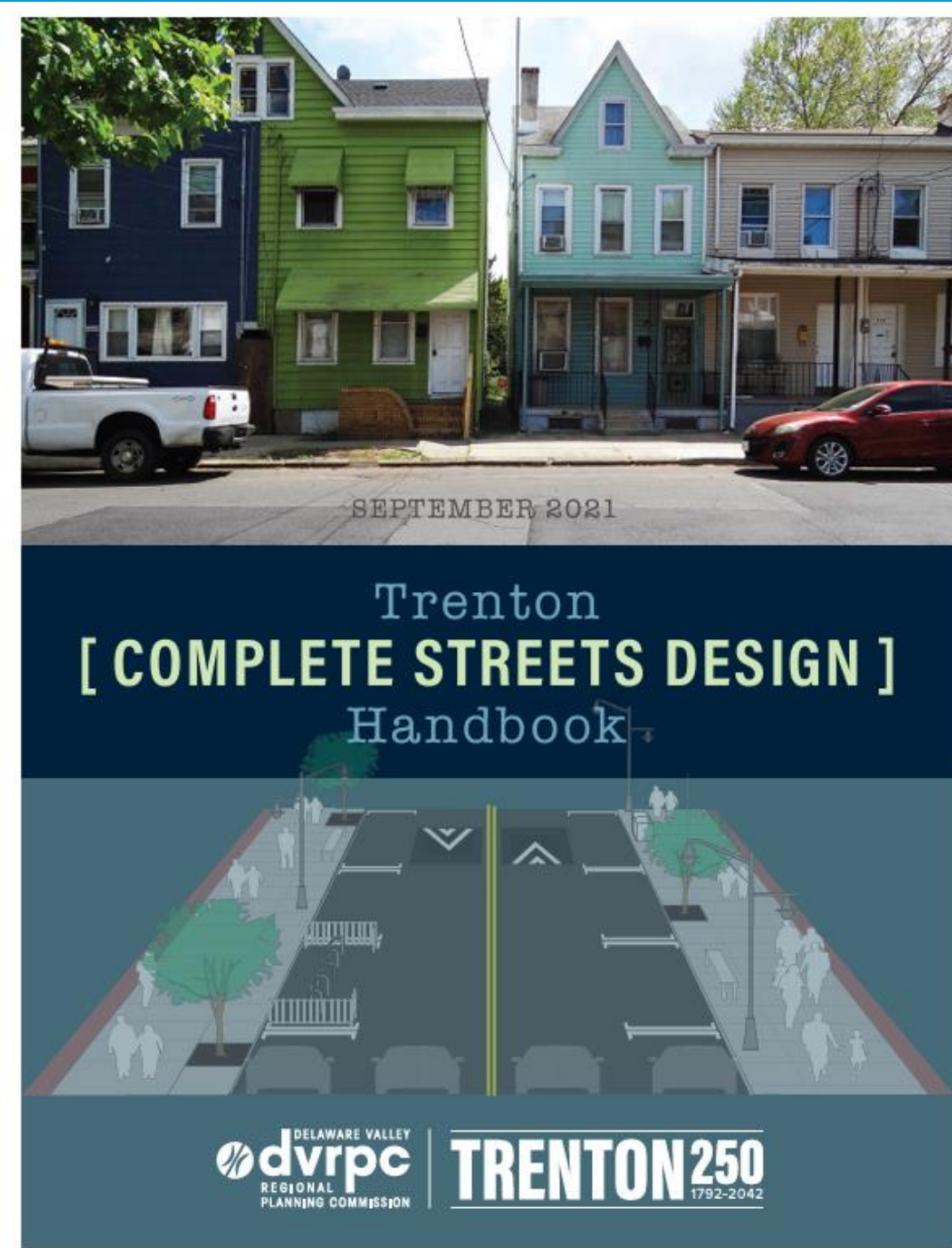
NJ Micromobility Guide Coming Soon!



A range of compact, electric- and human-powered devices designed for short-distance travel, including traditional bicycles, e-bikes, e-scooters, and other low-speed wheeled devices.

Other Ways to Incorporate Complete Streets

- Integrate into **Master Plans**
- Update **Municipal Processes**
- Develop **Design Guidelines**





Public Health & Safety



Green Streets



Economy



Equity

COMPLETE & GREEN STREETS FOR ALL

MODEL COMPLETE STREETS POLICY & GUIDE

MAKING NEW JERSEY'S COMMUNITIES HEALTHY, EQUITABLE, GREEN & PROSPEROUS

Complete & Green Streets for All is a one-stop resource for adopting and implementing Complete Streets policies and practices. Developed by the **NJ Complete Streets Working Group** in partnership with the NJ Department of Transportation, it features:

- A state-of-the-art **Model Complete Streets Resolution and Policy** that can be adopted in full or tailored to meet your needs.
- A set of 4 comprehensive **Model Checklists** to ensure that Complete Streets are considered throughout the project development process.
- **Tools & Resources** on a wide range of topics related to Complete Streets policies and implementation.
- **Guidance** on the many benefits of Complete Streets highlighting Public Health and Safety, Green Streets, Economic Vitality and Equity.

EIGHT GOOD REASONS TO ADOPT A COMPLETE STREETS POLICY

1. Provide an equitable transportation system that serves all residents.
2. Reduce rates of injury and death from traffic crashes and improve road safety for all users.
3. Shift transportation investments to safer, better-functioning streets, gradually creating Complete Streets networks and saving money by reducing the need for costly retrofits.
4. Provide more transportation options and reduce traffic congestion, increasing transportation network capacity.
5. Improve air quality and reduce localized flooding by installing green stormwater infrastructure, street trees, and other vegetation.
6. Reduce rates of asthma and other respiratory issues by improving air quality through reduced traffic congestion and emissions.
7. Encourage walking and bicycling, healthy habits that reduce rates of chronic diseases such as diabetes, heart disease, cancer and stroke through increased physical activity.
8. Promote health equity by providing people who typically face significant barriers to better health with more opportunities to live healthier lives.



To download the Guide visit:
www.state.nj.us/transportation/eng/completestreets/resources.shtm

Complete & Green Streets Resources



To download the guide and MS Word docs visit

www.nj.gov/transportation/eng/completestreets/resources.shtm



Extra point on NJDOT grant applications



VIRTUAL OPEN HOUSE

Crafting an Effective Complete and Green Streets Policy

Live Q&A: policy adoption & implementation. Ask questions, share ideas, and learn from the community.

WEDNESDAY OCTOBER 30 | 3PM-5PM
LOG IN AT YOUR CONVENIENCE

REGISTER HERE:

<https://njbikeped.org/complete-and-green-streets-policy-webinar/>



Resources

<http://njbikeped.org/complete-and-green-streets-policy-webinar>



Visit the NJDOT Resource Centers



Contact:

NJ Bicycle & Pedestrian Resource Center

njbikeped.org

Telephone: (848) 932-3714

Email: bikeped@ejb.rutgers.edu



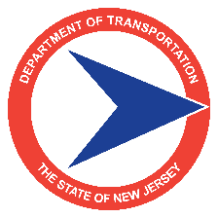
Contact:

NJ Safe Routes Resource Center

saferoutesnj.org

Telephone: (848) 932-7901

Email: srts@ejb.rutgers.edu



New Jersey Department of Transportation
Bureau of Safety, Bicycle and Pedestrian Programs



RUTGERS-NEW BRUNSWICK

Edward J. Bloustein School
of Planning and Public Policy

Alan M. Voorhees Transportation Center